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SAN FRANCISCO - OAKLAND BAY BRIDGE EAST SPAN
SEISMIC SAFETY PROJECT

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CONTRACTOR OUTREACH

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OAKLAND, CALIFORNIA
AUGUST 14, 2002

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San Francisco-Oakland Bay Bridge East Span
Seismic Safety Project Contractor Outreach, taken on
behalf of CalTrans, at 111 Grand Avenue, Oakland,
California, commencing at 12:32 p.m., Wednesday, August
14, 2002 before Susan Schumann, CSR No. 10672.

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S P E A K E R S

Sarah Picker, Facilitator
Paul Hensley, CalTrans Chief Deputy District
Director
James Fields, Human Rights Commission
Bessie Papallias, Business, Transportation and
Housing
Steve Hulsebus, Toll Bridge Program

Glenn Fleming, Mechanical engineer, East Span
Project
Algerine McCray, CalTrans Civil Rights
Jeffrey Reeds, Office Engineer

Wednesday, August 14, 2002 12:32 o'clock p.m.
P R O C E E D I N G S

MS. PICKER: Good afternoon, everybody, hi. My name is Sarah Picker, I'm the facilitator for today's meeting. I'd like to welcome you all to the August 14th, San Francisco Oakland Bay Bridge East Span Seismic Safety Project Outreach. The purpose of this event is to promote participation of disadvantaged business enterprises in the San Francisco Oakland Bay Bridge new east span, to inform you of the contracting opportunities specific to the W-2 structures contract, 04-012C4, and to provide a forum for businesses to network with potential product contractors and CalTrans staff.

At the registration you were given an agenda for the afternoon. The first thing on the agenda is a series of presentations that will last about 90 minutes, followed by a question and answer period. The focus of the question and answer period is to consider any questions you may have. However, we'd also like to let you know, during the network session you can get information about how to get help for yourselves to participate in the contract.

For your convenience, we have comment cards for you to write down your questions or comments. Please feel free to fill them out and give them to me or the staff at the registration tables. During the question and answer period we'll try to address both written and verbal comments we receive. A court reporter is also present to take down all your comments to ensure that we get back to you on those questions that we're not able to answer today.

Immediately following the question and answer period you have the option of going to the networking session. Today the networking session will take place in this same room. We also have, for those that are interested, a demonstration on how to search or surf the CalTrans websites. There is also a handout that we have at the registration table for those that don't want to view the demonstration, you can take it home and it shows you how to surf our websites.

At the networking session, there will be groups of people located around the room that will have information available to you. For example, if you'd like to understand how to be certified as a small

business, you can talk to someone from general services and they can explain the process to you. Most importantly, we encourage you to take advantage of today's time to meet and network with other contractors.

And finally, for those that haven't been here before, the restrooms are outside and to my right.

I'd like to introduce our first speaker, that is Mr. Paul Hensley. Mr. Hensley is a CalTrans deputy district director.

MR. HENSLEY: Actually, it's chief deputy director. I was promoted the last time and now I'm demoted. I feel like I'm in church, everybody is sitting in the back. Studies have shown during earthquakes more people tend to be injured and killed in the back of the room.

AUDIENCE MEMBER: The A's are in the front row, that's what my teachers always tell me.

MR. HENSLEY: What we're here to do today is talk about the San Francisco Oakland Bay Bridge retrofit project, particularly the replacement of the new span for the east span of the San Francisco Oakland Bay Bridge. This is the second outreach that we've held, we held an outreach last night. In fact, we've held several outreaches and maybe we'd like to take a second to differentiate between them.

We have construction on the Bay Bridge project on the west approach to the Bay Bridge, contracts worth about \$1.3 billion still to be awarded and bid. We have held an outreach on July 18th for what we call the west approach to the Bay Bridge. This is located in the city

of San Francisco, west of the anchorage for the San Francisco Oakland Bay Bridge. It's about a \$230 million project, it is entirely State funded, and therefore it only has a 3 percent DVBE goal.

That project, as I said, we held an outreach on the 18th of July. We'll be holding another outreach for that particular project on August 21st down in Burlingame at the Marriott Hotel, so if you haven't had a chance to attend an outreach for that project, there will be one on August 21st. We hope to see you there.

Tonight we're going -- this afternoon we're going to be talking about the east span of the Bay Bridge, which is shown on the screen that you see there which extends from the Oakland toll plaza -- San Francisco Oakland Bay Bridge toll plaza on your right side all the way to Yerba Buena Island. A portion of that is already under construction, which is the skyway, which is just from west of the toll plaza to just about the Oakland/San Francisco city limit line, is where they meet.

The projects we are going to be talking about here today essentially are all in the city of San Francisco, they fall within the city limits of San Francisco. Originally we had proposed to build this portion of the bridge under one contract. I'm here to

announce tonight, this afternoon, as a result of outreach efforts and inquiries we have had and information from the general contractors and some small contractors and small businesses, that we are in the process and will segment this contract up into six smaller contracts to hopefully foster competition and give small businesses, DVBEs and DBEs, more chances to

8 participate in these contracts. I'll run through the
9 slides here showing you the six contracts that we're
10 going to break the project up into.

11 The one that you will be hearing about today is
12 what we call the W-2 contract, and Steve Hulsebus, when
13 he gets up here a little later, will go into more detail
14 on what the contract consists of. Essentially, we are
15 going to break the contract up into what we call the W-2
16 foundation, which does the foundation and pier on the
17 land side of Yerba Buena Island; we have three buildings
18 we're going to demolish as part of the project -- we've
19 broken this out.

20 We have what we call the T-1/E-2 foundations
21 for the self-anchorage suspension span.
22 We also have the retrofit of the part of the existing
23 structure that leads into the Yerba Buena Island tunnel
24 on the Oakland side, and also the construction of an
25 electrical substation, and we have what we call the

000 self-anchored suspension span and superstructure, which
1 is the largest portion of the work. Finally, we have
2 what we call the transition structures, which go from
3 the south anchorage suspension span, the SAS, to the
4 Yerba Buena Island tunnel to tie into the existing
5 tunnel.
6

7 I just want to -- those are the six contracts
8 we are looking at breaking the one major contract we
9 had. There will be two other contracts that will follow
10 in future years. One is what we call the Oakland
11 touchdown contract, which goes from the San Francisco
12 toll plaza out to the east end of the skyway contract,
13 that's about a \$140 million contract, and once all these
14 contracts, the Oakland touchdown contracts are completed
15 and the bridge is open to traffic, we have about an 80-
16 to \$90 million project to demolish the old structure,
17 which will probably take place in about 2007, 2008. So
18 there are two more contracts following these.
19 Tonight we will mainly concentrate on the W-2 contract.
20 At this point I'd like to introduce Mr. James Fields
21 from the City and County of San Francisco, Human Rights
22 Commission. Jim?

23 MR. FIELDS: Good afternoon everyone, I am James
24 Fields, City and County of San Francisco, senior
25 contract compliance officer, Human Rights Commission.

001 The City of San Francisco, along with the City
1 of Oakland, was invited, a couple years back, to provide
2 some outreach support to the project for both cities.
3 You should be advised that neither city has any
4 jurisdiction over the project, but only to encourage
5 greater participation for the projects that we have in
6 the Bay Area. To that end, the City of San Francisco's
7 interest in this project is that it has an opportunity
8 to have its local businesses -- its small businesses
9 participate in these contracts to the extent possible,
10 whereas the certification requirement for the projects
11 are disadvantaged business enterprises.
12

13 Many of the San Francisco businesses are being
14 certified by the Office of Civil Rights and CalTrans,
15 but also under the contracts there is a 25 percent SBE
16 goal, which the economic thresholds for those businesses
17 meet all of the San Francisco HR -- Human Rights
18 Commission certified businesses, so what we have
19 provided for contractors in past meetings that I have

20 copied today is a flier of the HRC's website where all
21 of the certified businesses, both women, minority, and
22 local businesses, are shown.

23 To that end, we encourage all contractors to
24 utilize that website to find those services which on the
25 front end of the contract appear -- do not -- are not

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1 seen because our project for the bridge is so large that
2 there are very many smaller contracts of 5-, 10-, 15-,
3 \$25,000 in size that really match the capacity in order
4 to perform on the supplies, materials, equipment,
5 rentals, et cetera, so as the projects move forward
6 toward an award, we'd like an opportunity to continue to
7 reemphasize the importance of the availability of those
8 businesses and to look, once the contracts are awarded,
9 to look into those contracts and to find those business
10 opportunities and to use the contracts -- contractors on
11 the HRC website for benefitting from this contract.

12 I don't think I should end my remarks without
13 saying what I really believe is that although the
14 contract is governed by many federal or state
15 requirements, that when a project of this magnitude goes
16 into any area of our country, particularly into an area
17 where it has experienced a decline in industry and
18 commerce, that the contract of this magnitude should be
19 able to contribute more than a project that started on
20 time, that finished under budget, and collects tolls at
21 the end of the contract.

22 There are numerous examples of industries that
23 have been developed in areas of our country where they
24 have experienced some form of agricultural failure,
25 crop loss or timber loss, and when those businesses come

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1 in, they do in every way attempt to reach agreements
2 with local communities that sufficiently guarantee some
3 work and some employment opportunities in the course of
4 the contract. As I mentioned in one previous meeting,
5 one example that comes to mind is in Spartanburg, South
6 Carolina where a BMW plant went in, and recently some of
7 you may have heard where now in the great state of
8 Mississippi, I believe it's a Nissan plant went in
9 without a good fight from some of the local residents.
10 The effort was there to make some agreement with the
11 communities to provide reasonable businesses and
12 economic employment opportunities in those areas.

13 I think I don't have to remind you that since
14 September 11th, that that has been the state of the
15 economy in the San Francisco Bay Area. Next to New
16 York, and probably in some industries ahead of New York,
17 the San Francisco Bay Area is suffering tremendously.

18 Although we are proud, proud people on both
19 sides of the bay, if you have been reading any of the
20 business reports or local newspapers, a lot of the
21 comments that I have been making at the beginning of our
22 outreach efforts are now being printed in the newspapers
23 for their continuing decline in our airline,
24 transportation, tourism, our convention business, our
25 hotel and restaurant businesses on both sides of the bay

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1 are suffering, and whereas the Bay Bridge projects are
2 not expected to end that economic decline, it is hoped
3 that it will least provide some economic stimulation
4 while under contract for those smaller businesses,
5 particularly again in the land-based supply side

6 materials and equipment.

7 We are also looking forward to working with
8 local labor jurisdictions to provide job opportunities
9 for workers who are, too, affected by the economic
10 decline with rising unemployment numbers here in the San
11 Francisco Oakland Bay Area.

12 I will be available during the networking
13 session. Thank you very much.

14 MS. PICKER: I just wanted to address that we
15 want to give the opportunity to the city of Oakland to
16 make a presentation. I didn't see Ms. Deborah Barnes
17 yet. If you're here, would you like to come up and make
18 some comments?

19 Okay, I'd like to now invite Bessie Papallias
20 from the Business, Transportation and Housing Agency to
21 make a few comments.

22 MS. PAPALLIAS: Thank you. On behalf of the
23 secretary of the Business, Transportation and Housing
24 Agency I'd like to thank Sarah and Paul for allowing us
25 to just make a few comments. The Business,

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1 Transportation and Housing Agency is the oversight
2 agency to 13 state departments, one of which is
3 CalTrans. We also provide oversight to the Department
4 of Motor Vehicles, the highway patrol, real estate
5 corporations and financial institutions.

6 With a \$12 billion budget annually, there are a
7 lot of opportunities, not only in the CalTrans arena but
8 with our other departments. The secretary has committed
9 a small business program that spans all 13 departments
10 to provide access to small businesses regarding the
11 opportunities within those departments and the agency.

12 We'd like to thank the director, Jeff Doraes,
13 for putting a tremendous infrastructure in place for the
14 Department of Transportation. What you will find is
15 that this is a tremendous project for District 4;
16 however, it's one of many, and there are many
17 opportunities within the district for small businesses
18 to bid and compete on various other projects, as well as
19 throughout the State.

20 We encourage you at the agency to work with our
21 state and local partners, as Mr. Fields mentioned. It's
22 a partnership effort with everybody concerned. Also,
23 the Department of General Services is here, they will
24 be talking about certification processes. All this
25 contributes to expanding your knowledge on how to

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1 compete with the State on projects throughout all
2 agencies within state government. So what you will
3 learn today is something specific that's representative
4 of CalTrans; however, in dealing with general services
5 and CalTrans, DBE certification, it will open up
6 tremendous opportunities for you, as you will hear from
7 the rest of the presenters.

8 You will also learn about the processes and
9 procedures that are associated with this project, as
10 well as other projects within CalTrans, and it's to your
11 benefit to understand how we do business. Please ask
12 your questions, that's what the staff is here for, they
13 are here to provide you the answers. If they don't have
14 them, I know they will get back to you, but this is your
15 opportunity to bring up those issues that you are not
16 either familiar with or that you have questions about.

17 Again, I thank Sarah and Paul. It will be a

tremendous presentation, it was last night, and again, thank the department.

MS. PICKER: Okay. I'm going to run through some slides. It's basically repeating some of the stuff that Paul told you, but I wanted to go ahead, this is just a little bit of a new concept, splitting up the projects, and I want to try to help you understand what that means, so I'll repeat some of this information.

The project team proposes the following contracts. The first one is YBI building demolition (R/W). First of all, R/W in CalTrans nomenclature means right-of-way. It's a department within our organization.

The YBI building demolition contract is to remove three U.S. Coast Guard buildings and one state building executed as a right-of-way service contract.

The next contract is the SAS W-2 structures contract. This is to construct a self-anchored suspension bridge land base foundation, pier W-2. This is a construction contract.

Next, the YBI substation and viaduct retrofit, a contract to construct a replacement electrical substation on Yerba Buena Island near the westbound on-ramp and complete relatively simple bridge retrofit work near the Yerba Buena Island tunnel. This work is in one contract because there is close proximity to the activities.

The next is the SAS E-2/T-1 structures contract. This is to construct the self-anchored suspension bridge in bay foundations, the main tower T-1 and pier E-2 just to the east of YBI.

The SAS superstructures, a contract to construct the tower and superstructure of the

self-anchored suspension bridge.

And lastly, the YBI structures, a contract to construct the temporary detour and permanent bridges on Yerba Buena Island.

The breakup of the projects is sometimes referred to as the SAS/YBI discretization, and I wanted to address, what does that mean? Well, back in March we had contractor outreach. At that time we exhibited information related to project code 04-012064, and called it the SAS/YBI. On June 11, 2002, Brian Maroney, the project manager, announced that we were breaking up the project for several reasons, and one specific one to everybody here is that smaller contracts focus specific types of construction work that creates more opportunities for DBEs and small business participation.

I wanted to recap the contracts on this new east span project. We've already awarded the Pile Installation Demonstration project, contract 04-012084. That has already been completed and accepted. We also have a going contract called the skyway, a going contract called the geofill, and a small contract called the archeological excavation at Midden site.

Now we go on to the discretization, or the projects that came from the SAS/YBI. There's six of those projects, YBI demolition, SAS W-2 structures, YBI

substation and viaduct retrofit, SAS E-2/T-1 structures, SAS superstructures, and YBI structures. And then we have two other future contracts, the Oakland touchdown

4 and the existing bridge demolition.

5 Tonight's discussion is going to relate to the
6 W-2 construction contract that we are planning to
7 advertise this fall and the Division of Right-of-Way's
8 service contract. Again, that is the SAS W-2 structures
9 and YBI building demolition.

10 Again, we plan to advertise the W-2 contract
11 04-0120C4 in September of 2002. Some of you out there
12 might ask, why do I keep repeating this project number
13 -- what I call the project number or contract number.
14 For purposes of surfing the CalTrans website, this
15 number comes in handy to identify information that you
16 might want to look for, so that's why I keep repeating
17 it. For me, it's the key to finding information.

18 Then we believe the right-of-way contract will
19 hit the street sometime later this month or early
20 September.

21 I wanted to make some other introductions
22 today. I wanted to ask whether there's any potential
23 prime contractors in the room, and if you are, would you
24 rise your hand and introduce yourselves?

25 MR. GAROVI: My name is Johann Garovi, I represent

001 Modern Continental Construction.

2 MS. PICKER: Okay. Now I'd like to ask for a show
3 of hands for DBE-certified businesses. I'd like you all
4 to pay attention to each other, and Johann, if you could
5 pay attention to the people that -- can you put your
6 hands up again -- pay attention to who has raised their
7 hands.

8 During the networking session it would be great
9 if all of you could meet Johann because he is a
10 potential prime contractor. We are hoping that
11 potential prime contractors will establish relationships
12 with DBEs and potentially use them on their projects.

13 Lastly, are there any small businesses in the
14 audience? Again, CalTrans promotes the use of small
15 businesses, and we'd like to ask that you try to meet
16 Johann because our goal is that a business relationship
17 get established between the prime contractors and small
18 businesses.

19 The last thing I wanted to mention is, out on
20 the table when you signed in there is a handout, it's
21 called How CalTrans Builds Projects, it's also available
22 on the CalTrans web pages to download for free. I
23 wanted to encourage some of you that aren't familiar
24 with CalTrans' processes to go ahead and pick one of
25 those up or find on the web. I think it's full of a lot

002 of good information. It's very general and generic, but
1 it does take you through the process of how CalTrans
2 builds a project.

3 Next on the agenda we have Steve Hulsebus, the
4 office chief of the toll bridge program. He is going to
5 talk about the roadway items on the project, on the W-2
6 project.

7 MR. HULSEBUS: Thank you, Sarah. Good afternoon,
8 everyone. I just want to reiterate, the projects that
9 we are talking about are taking place on and near Yerba
10 Buena Island, as Paul mentioned earlier. The project in
11 particular that we are focusing on today is what we call
12 the W-2 contract for the construction of the western
13 pier of the self-anchored suspension bridge. We are
14 also early on going to go out with a contract to remove
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four buildings, the building demolition contract. Primarily, that work is going to consist of removal of asbestos from those buildings, and lead paint. Once the lead paint and asbestos have been removed, the remainder of that contract is essentially knocking down these buildings, so that's a very small contract, but very vital to paving the way for these other contracts on Yerba Buena Island.

I wanted to show you a couple of computer simulations that we've done for this project to show you

what the bridge is going to look like on Yerba Buena Island, and more importantly, where this W-2 contract is in the context of the new bridge. As you can see here, we have the Yerba Buena Island transition structure. It's showing you where the W-2 foundation contract is. This contract consists of the foundation and a large part of the pier that sticks up out of the ground.

Another vantage point, and this one you can see, sort of, here is the tower supporting the self-anchored suspension bridge, and again the western pier of that is the W-2 contract. One more view, this clearly shows where it is in the context of the self-anchored suspension bridge. So that's the contract we're focusing on today and we'll be advertising in September of this year.

I wanted to talk a little bit about some of the conditions on Yerba Buena Island that if you get this contract you are going to have to deal with. One is the topography. It's quite a hilly island, there's very few flat spots in the island to stage work. Primarily the main flat spots are at the very eastern end of the island, in this area here, and also right in here. There is also a single access to those flat areas from the bridge, and the next slide that I'm going to show clearly shows that.

There is also a 24-hour Coast Guard base. It will be required that access to the Coast Guard facility be maintained at all times during construction. If there is any digging to be done on the island, which there will be quite a bit, there's a lot of underground pipes and utilities, so that will be to be contended with as well.

This slide is good in showing you the access from the bridge down to the worksite at the east end of the island. This red line essentially follows the Macalla Road, which is the only access down to the eastern end of the island from the bridge. What's immediately apparent is it's a quite circuitous route, it's windy, it's got a couple of hairpin turns, it's very narrow, and it's very steep in spots.

Again, here is our W-2 contract. Also, I want to point out with this slide that there are some environmental constraints on the island that need to be contended with as well. The ones I want to point out are some historic structures, this building right in here, which is at the very eastern end of the island, and you can see the proximity of our contract here to this building, so measures will need to be taken to protect that building. We also have additional structures in this area, another one there.

Here is the Coast Guard base, and they need

2 access on this same road to get down to their base, so
3 that road can't be blocked for any long periods of time.
4 That has to be factored into how you do work. There's a
5 couple of wetland or environmentally sensitive areas
6 that flank the shoreline.

7 Another thing I'll mention while I have this
8 slide up here is that to build this foundation contract
9 -- this, by the way, will be discussed in more detail
10 with Glen later on in the structure portion of this
11 presentation -- but those foundations are actually 12 to
12 17 meters below the ground surface, so they are pretty
13 deep, so to get down that deep to build our foundations
14 means there's a lot of material that needs to be
15 removed, so it seems like a prime candidate for a
16 trucking contract to remove that material from the
17 island. Again, keep in mind the single access that
18 there is to remove that material, and keep in mind the
19 need to keep access open at all times to the Coast Guard
20 facility. So, important considerations when you plan
21 this job.

22 Another view showing W-2 and the outline of the
23 new bridge. I put this slide in here to show some
24 aquatic sites that are special. These are primarily
25 these green patches, grass beds, they are a very

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1 sensitive habitat that need to be protected. We've
2 actually shown them with these red outlines, indicating
3 that these will be identified as environmentally
4 sensitive areas on all our contract plans and work needs
5 to be taken outside of those areas. There is one area
6 of this on the south side and the north side.

7 I'm just going to identify a few items of work
8 from the roadway side of things, and structure will be
9 the similar thing for structural items. It gives you a
10 sense of the kind of work that we anticipate for this
11 contract. We do have a lot of temporary items, a lot of
12 fencing items, there will be electrical work on this job
13 as well, with the placement of conduits and a new
14 electric line.

15 We have quite a few water pollution control
16 measures on this job. The proximity of the W-2
17 foundation, at least for the northern column, is very
18 close to the water, and you'll actually be excavating
19 right near the waterline so we have some measures in
20 here to protect the bay from turbidity and soil getting
21 into the bay, so there's quite a few items on the
22 contract to protect against turbidity in the bay and so
23 forth. This gives you a sense of some of those items
24 and the quantities for these measures. There will be
25 drainage hydraulic items as well, we'll be putting in a

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1 couple of drainage pipes.

2 Just some of our typical items that are in all
3 of our contracts. Some other material and services, I
4 want to point out a couple of things here. Excuse me.
5 We have our -- always have construction area signs, we
6 have clearing and grubbing to pave the way for the
7 excavation. We are putting in some permanent fencing,
8 and we also have this item for videotaping. I mentioned
9 before that the foundation for this pier is 12 to 18
10 meters below ground. One of the methods identified to
11 remove that material is through use of explosives, so
12 that will be available for use on this contract. Prior
13 to doing any use of explosives on the island we are

going to want and require the contractor to videotape and document the conditions of some of those historic structures that I identified earlier, so this item is in there to do that, to do the documentation and prepare a report.

We'll basically do a before-and-after type thing, and if there is any damage to the buildings as a result of the use of explosives or any other method the contractor uses, we'll want to see the contractor make whole those buildings, so again, it emphasizes the sensitivity of these historic structures and that they do need to be protected.

That concludes my portion of the presentation. I will be available during the network session to answer any more detailed questions you may have. Now I'd like to turn it over to Glen to talk about some of the structural items on the project.

MR. FLEMING: Good afternoon. My name is Glen Fleming, mechanical engineer, east span project. I'm here today to present a brief description of the YBI project and a few comments on the W-2 contract, which is the first contract CalTrans put out on YBI. If you have any questions about the structural portion of the job, there should have been some green cards -- I hope they handed them out to you this morning -- you can write your questions down on that and we'll answer those in the question and answer period after we're finished.

The YBI structures, any of you who have attended our earlier contractor outreaches may have picked up a set of plans with the work divided into five basic elements, the YBI transition structure, the eastbound on-ramp, the viaduct modifications, initial and final, and the temporary detour structures.

These elements comprise all of the work on the YBI portion of the Bay Bridge. While there are many items of work included here, we will concentrate on a few -- on the work that pertains to the W-2. This shows

where the work is in relationship to the other east span projects. If you will notice here, this is the portion of the work that we're talking about and W-2 is actually right here. I'll show you another slide that details that in greater detail later.

The YBI structures quantities, the tower and floor beams on the temporary detour structure consist of approximately 5.7 million kilograms of structural steel, and please review the special provisions for the steel audit and welding specifications.

There is a large portion of piles on the project, approximately 6,200 meters of HP-360 piles on the temporary detour structure. The permanent structure has approximately 14,500 meters of HP piles and approximately 10,000 meters of W piles.

Concrete, total concrete quantity on the YBI structures is approximately 55,000 cubic meters. This includes both the temporary detour structures and the permanent structure.

The bar reinforcing steel, total bar reinforcing steel for the YBI structures is approximately 10 million kilograms.

Construction of the W-2 foundation and columns, the first part of the work to be advertised will be the construction of the footings and columns at W-2. This

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1 is the pier W-2, that's the foundation, this is the
2 column. While the work is on YBI, it is a part of the
3 self-anchored suspension bridge, so you will notice that
4 it's connected to the self-anchored suspension bridge
5 and we don't show much of the YBI structure.

6 We expect to advertise this project in
7 September, with the bid opening sometime in December.

8 The earth work and piling at W-2, structure
9 excavation is approximately 15,600 cubic meters. The
10 excavation is primary Franciscan complex rock so
11 standard excavation methods will not be adequate, and I
12 would advise that you look in the special provisions for
13 thinking that pertains to the excavation.

14 The structure backfill is a standard CalTrans
15 item and is approximately 3,640 cubic meters.

16 The geologic cross-section here shows the
17 Franciscan rock ingrained, and the W-2 pier will be
18 located about in this area right here. This yellow area
19 is sand, and then all of this other structure is the
20 Franciscan complex rock.

21 Excavation and backfill at W-2, this diagram
22 shows the limits of payment for the excavation. You see
23 these here, and the payment for the backfill.

24 The structural concrete at W-2, there are 7,220
25 cubic meters of footing concrete at W-2. Please refer

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1 to the special provisions for specifics on mix design,
2 special placement requirements, testing, and other
3 job-specific requirements for this contract.

4 The structural concrete for the bridge work,
5 there are 400 cubic meters of structural concrete on
6 W-2. This is a standard CalTrans item; however, the
7 same comments apply regarding the special provisions.

8 The structural concrete for the retaining
9 walls, there are 770 cubic meters of retaining wall
10 concrete at W-2, and again, this is a standard CalTrans
11 item but the same comments apply regarding the special
12 provisions.

13 This is an elevation view of pier 2. This
14 diagram shows the details of the footing and column
15 construction. The columns are approximately 44 meters
16 high, retaining walls are approximately 12 meters high.
17 You can see the retaining walls here, this is the
18 shortest retaining wall at 12 meters in height, this is
19 the other retaining wall, and then this is the column on
20 top of the foundation.

21 The structural concrete at W-2. Here are some
22 additional details with emphasis on the retaining walls
23 and a cross section of the column. So in this elevation
24 you can see how the retaining wall is constructed, and
25 in this cross section from the top you can see how it

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1 outlines and encompass the column itself.

2 The bar reinforcing steel at W-2, there are 2.1
3 million kilograms of bar reinforcing steel in the
4 footings and columns of W-2. In the retaining wall
5 there are 145,000 kilograms of bar reinforcing steel at
6 W-2, and this is an elevation and cross section of the
7 columns and foundation, so this is the columns right
8 here, and this is the cross section.

9 Miscellaneous metal at W-2, there are 176,000
10 kilograms of miscellaneous metal for W-2. It consists
11 of access ladders and cages. This is a standard

12 CalTrans item; however, please refer to the special
13 provisions when you are doing your bids.

14 This diagram shows the detail of the access
15 ladders and cages, and you will notice that there is an
16 access ladder here, one here, one here, and this is an
17 elevation view of how the access ladders are attached to
18 the retaining wall. These two are actually in the
19 column itself.

20 This concludes our portion of the presentation.
21 I'd like to thank you for your time and attention, and
22 if you have any questions, we'll answer those in the
23 question and answer session at the end. Thank you.

24 MS. PICKER: Thank you, Glen.

25 Next on the agenda is a presentation by the

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1 CalTrans Civil Rights program, and I'd like to introduce
2 Algerine McCray, she is the chief deputy director here
3 of the civil rights program. Welcome, Algerine.

4 MS. MCCRAY: Thank you, Sarah. Like Paul, I got
5 promoted, too.

6 I am Algerine McCray, I'm the deputy director
7 for civil rights for the California Department of
8 Transportation. Good afternoon, how are you?

9 THE AUDIENCE: Good.

10 MS. MCCRAY: Good, good, okay. All afternoon
11 you've heard presenters talk about how interested and
12 how committed we were to doing business with small
13 businesses, DBE as well as the DVBE community, and I
14 wanted to take some time to talk to you about not only
15 why that's important but what does it all mean.

16 The California Department of Transportation is
17 a federally funded entity. In that entity we are the
18 recipient of your gas tax dollars that goes to
19 Washington and then comes back, okay? So we are the
20 transportation folks that manage all that money, and out
21 of that we are mandated, so this is -- we're the good
22 guys and we want to do it, but we also mandate, it's a
23 requirement as a recipient of these funds, to have a
24 civil rights program, and more importantly, to manage
25 the disadvantaged enterprise program for the California

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1 Department of Transportation. There's many facets and
2 pieces to the goal effort because it's a means to an
3 end.

4 The U.S. Congress has decided that no less than
5 10 percent of our contract dollars should go to the DBE
6 community. That is not just for California, that is to
7 all the states. 49 CFR requires that all state highway
8 agencies have the same kind of program, so as we talk
9 about the rules, it's not just here, we're talking about
10 these are the rules for the country, so it's very
11 important and significant that you understand that's
12 where we are coming from.

13 This project is a federal aid project, so there
14 will be a DBE goal on the project, okay? But you've
15 heard us talk a lot about small business goals as well,
16 or small business participation, so what I want you to
17 understand is, you have to follow the money to determine
18 what kind of goal is there and understand what goes with
19 that, because different colors of money require
20 different things to happen. So if we're talking federal
21 money, we are talking disadvantaged business enterprise,
22 period. If we're talking state funds only, we're
23 talking about a disabled veteran business goal, by state

statute, and small business participation by state statute.

If you mix the monies, in other words, if it starts out as state and somehow we end up as federal, or it's a combination thereof, you're then talking about a federal project. Federal law supersedes state law, so that's where we are, so any projects you hear us talk about, it's important for you as businesses to understand the color of the money, because that determines the requirements on the project.

However, in May 2001 our governor, Governor Davis, signed an executive order that required state agencies to spend 25 percent of their contract opportunities with small businesses, so regardless of the color of the money, we are encouraging you to also use small business in all of our endeavors.

One of the things I also want to emphasize, although we're talking about the Bay Bridge project today, for those of you who are small businesses, you need to also understand, this is only one project. Look around you as you go about your business, there is an incredible amount of work going on in District 4, in the Bay Area, and a lot of that work, especially on our minor contracts -- and that's contracts less than 115,000 -- so a lot of that kind of work is really available, and I would think that you, as a small business, not only are encouraged to bid on it, but you

may very well be the prime contractor on it, so it's something you also want to check out, look at our other opportunities.

One of the questions that I got asked when I came in was about certification, and certification is one of those services that we provide as a federal highway recipient. We are a DBE -- that's disadvantaged business enterprise -- certifier, but also, the new rules require in each state that you establish one stop shopping opportunities for applicants.

What does that mean to you? That means one application, one process, one decision, and all federal transportation recipients in that state will honor that decision. That's all transit, highway, and aviation recipients in each state. In California, the Department of Transportation is the database manager of the unified certification process, which means there is going to only be one official directory of certified DBEs in each state, and in California that directory is housed at CalTrans.

We also happen to have the only approved unified certification program in the country. Our certification process began its implementation January 1st, 2002, so although we are a certifier, any of the recipients in the Bay Area of federal transportation

funds will be honored by CalTrans. As an example, a gentleman told me he is certified by BART. We will automatically honor that, you don't have to be certified by CalTrans, we will accept your certification from BART. That is also true with any of the other federal recipients. That certification, also, from BART is good statewide for any federal transportation recipients, so keep that in mind.

Those of you who raised your hands as small

10 businesses who didn't say that you were certified or
11 not, it's important, if you are interested in being a
12 DBE. There are certification applications on the table
13 outside. For this project, and I'm talking about for
14 the Bay Bridge project in total, if you are not
15 certified and you fill out an application, if you will
16 put "SFOBB project interested," we will expedite that
17 certification process for you. There is also a person
18 outside, sitting at the table, who is proficient in what
19 requirements are for certification who will also be able
20 to answer any of your questions that you have regarding
21 that process.

22 I also encourage you, if you are not small
23 business certified, that you talk to the staff that's at
24 the table for the departmental services because they not
25 only do the small business certification, but they do

003 certification for disabled veterans as well.

1 It's also important for you to know for
2 certification that you must be certified as of bid
3 opening day. That means if that project opened this
4 afternoon, that bid was opened this afternoon at 2:00
5 o'clock, you must be certified at that point. It is not
6 retroactive. You can't do it and say oh, well, it works
7 for that. No, you must be certified on bid opening day.
8 That's why we are willing to expedite any applicant who
9 wants to participate in this project who isn't certified
10 as we speak, to help you get certified and participate
11 in this project.

12 I will also be one of those entities who will
13 be here for the networking session and more than happy
14 to answer any of your questions. I want to encourage
15 you not only just to get involved, find out as much as
16 you can about the project, bid on it, because we want to
17 see you there, we're interested in meeting our goals,
18 and we want to spend money with you.

19 One of the things to keep in mind, for those of
20 you who are certified DBEs, I saw those hands as well,
21 is that in order for us to count the monies that we
22 spend with you on any project, you must be certified,
23 that's a given. So we encourage you to get involved,
24 participate, and please ask questions. Thank you.

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1 MS. PICKER: Before I move on in the agenda I just
2 wanted to ask, anybody else out there, if they are
3 looking for a promotion, please see me after the
4 presentation, I'll be sure to introduce you.

5 Our last speaker is Jeffrey Reeds, he comes
6 from CalTrans Office Engineer, and he will tell you
7 about the bidding process.

8 MR. REEDS: I'm from CalTrans Office Engineer.
9 We're responsible for advertising, bid opening, and
10 awarding all the contracts. We take it clear through
11 the contract approval stage where you've got a group
12 contract so you can go out and we'll pay you for the
13 work you do. By the way, the other guy on here, Chris
14 Kuhl, is my boss, he put this presentation together.

15 The purpose of the presentation is to provide
16 you with information about CalTrans contract advertising
17 and award process for the pier W-2 foundation contract
18 of the San Francisco Oakland Bay Bridge east span
19 replacement project and to answer your questions. I
20 will answer your questions afterwards, if you have any,
21 at the table outside.

22 Our mission is to improve mobility across
23 California. That's the fundamental mission of CalTrans.
24 Office engineer contributes to the CalTrans mission by
25 providing construction contracts that are complete,

003 1 biddable and buildable, competitively bid, and they meet
2 the legal requirements, and they are open to all
3 licensed contractors -- that's licensed in the state of
4 California. We won't award it to you if you are not
5 licensed in California, of course.

6 This is a federally funded project, and as
7 Algerine just explained, it has a disadvantaged business
8 enterprise goal what will be set for the project. We
9 have something to do with that in office engineer. We
10 look over the estimate, look at all the items in the
11 estimate, and we take into account the type of work
12 that's being done, what type of work the prime
13 contractor is going to want to do for himself or
14 herself, as the case may be, and then we try to set a
15 realistic or, you know, goal for the DBE participation,
16 and we encourage you to meet that goal. That's why it's
17 important that all the DBE contractors get in touch with
18 the primes.

19 Here we have a little chart that shows the
20 process that we go through. Right now we are having
21 what is a little unusual, an advance advertising
22 process. Actually it's more than four weeks prior to
23 the release of the bid documents, but that's because
24 this is such an important project. This whole Bay
25 Bridge replacement project is like the biggest thing

003 1 that CalTrans has ever done in a single project.

2 We do the advance advertising, which we are
3 doing right now. Then we advertise and release the
4 contract documents, which right now we are hoping to do
5 on 9/30/02. I don't know if that's set in stone or not,
6 but that's what we're aiming for. We distribute the bid
7 documents to the bidders. You can get those bid
8 documents by calling our plans counter. I have a little
9 brochure here that has a lot of numbers and also
10 websites that you can get the information on where to
11 obtain contract plans and documents, and also any other
12 information that office engineer is responsible for
13 putting out there.

14 We are going to open up the bids on December
15 3rd, then we are going to process the award. It will
16 probably take -- our standard award is 30 days, this
17 will probably take a little more than 30 days because
18 it's a very complex project and we never know what kind
19 of issues might arise when we're trying to award the
20 project. Anyway, then we award the project, and after
21 that it's just a matter of filling out the paperwork;
22 you've got to fill out the forms and you've got the
23 project.

24 The bids for the project will be opened and
25 read in a public forum on Tuesday, December 3rd at 2:00

004 1 p.m. in Sacramento in Room 100 at 1120 N Street. That's
2 our standard bid opening location in Sacramento.
3 Immediately following the bid opening we are going to
4 verify the bid amounts, which is the process we do on
5 every bid opening, we make sure the math is correct and
6 make sure the apparent low bidder is, in fact, the
7 apparent low bidder.

8 We post the preliminary bid results by
9 telephone, there is a number here that you can call, and
10 also on the internet. This internet website is also in
11 this little brochure that you can get outside so you
12 don't have to write it down. Bid summaries will be
13 mailed to all bidders.

14 As I said before, due to the project's size and
15 complexity, this project may take more than 30 days to
16 award. Before awarding a contract, we verify that the
17 bid is responsive and complete -- and what we mean by
18 "responsive" is pretty well laid out in the special
19 provisions for the contract -- bid security is provided
20 and correct, the bidder bonded and all that, all forms
21 are complete and correct, and the contractor is properly
22 licensed. We verify compliance with DBE requirements;
23 all protests will be addressed. In other words, if you
24 don't like the way things are going, you write us a
25 letter and we'll address your concerns. That's my job.

004 1 We'll have a pre-bid meeting that's going to be
2 arranged. We'll have escrow of bid documents, which is
3 explained in the special provisions. That's just a
4 process whereby we get all the low bidder's documents,
5 put them in a vault in case there is a question later on
6 during the construction.

7 After award of the contract, the contractor has
8 eight days to sign and return the contract for CalTrans
9 approval. That's eight working days. Executed
10 documents that are returned include the contract
11 signature page and payment and performance bonds,
12 included and signed. Then we will sign and approve the
13 contract -- a lawyer at CalTrans will do that, as well
14 as the office engineer, who is my boss, of course.

15 Here are some internet services that Caltrans
16 -- that office engineer is responsible for providing,
17 and they are all contained in this brochure as well. We
18 provide information on projects released for bid, we
19 provide weekly advertisements for bids, electronic
20 copies of the project plans and specifications, bidder
21 assistance, and bid opening and award information. So
22 you can get a lot of information if you know how to
23 navigate through our website, and there's a lot of
24 websites given here in this brochure which I encourage
25 you to pick up.

004 1 In conclusion, we thank you for your time and
2 interest. If you have any questions or suggestions, we
3 would like to hear them. I'll be out front so you can
4 lay them on me. We look forward to seeing you and doing
5 business with you soon. Thank you.

6 MS. PICKER: That concludes our presentations and
7 we are going to move into the question and answer
8 session, but one of the participants has asked me their
9 question -- gave me a copy of their question and answer
10 card, and his first question is, can we receive a copy
11 of this PowerPoint presentation?

12 I'd like to go ahead and answer that right now.
13 The PowerPoint presentation will be available for
14 anybody and everybody on the CalTrans toll bridge
15 website approximately sometime tomorrow, okay? We will
16 also post the sign-in list of today's -- who showed up
17 today, and also have a copy of our transcript available.

18 The sign-in sheet takes around two weeks to get
19 posted, and the transcript around two weeks to a month

20 to get posted, but hopefully tomorrow we'll have the
21 slide shows there, okay?

22 With that I want to ask, are there any more
23 question or comment cards out there? Does anybody want
24 to bring any of those up? I'd like to say that you can
25 ask questions or make comments if you haven't filled out

004 1 a card also.

2 MR. ANKROM: Does anybody have a card?

3 MS. PICKER: Thanks, Lowell. Okay, let me run
4 through some of these questions. Mr. Wayne Perry, the
5 second question was, how will IT equipment and services
6 be procured?

7 I'd like to ask, are you talking about computer
8 equipment?

9 MR. PERRY: Computer equipment, yes.

10 MS. PICKER: And for the particular equipment that
11 might be necessary for the contract, each individual
12 contract, that would be specified in the special
13 provisions and that would be responsibility of the prime
14 contractor to provide. We're hoping that in all of this
15 there's opportunities for small businesses or DBEs to be
16 suppliers also, so that will be the means.

17 However, it's true that CalTrans purchases a
18 large amount of equipment over the years, and those --
19 in-house for our own equipment purchases, that would be
20 procured through our procurement process, and
21 information on that is available on the CalTrans web
22 pages, as well as state service general services, you
23 might, if you are a provider of computer equipment,
24 might look there for any kind of contracts that are
25 advertised.

004 1 The next question is, will there be preference
2 points for primes to SBEs for this project? Right now,
3 our special provisions do not allow for anything like
4 that.

5 Lastly, will there be a bonding assistance
6 program for small businesses? Algerine, would you like
7 to address that question?

8 MS. McCRAY: As we speak, we don't have a bonding
9 assistance program in place; however, we are working
10 toward that. I can't tell you how long it's going to
11 take because we are working with California Trade and
12 Commerce, so it's a two-agency process, so I can't tell
13 you how long it will take to put it in place, but we are
14 working on that.

15 MS. PICKER: I'm encouraged we have so many cards.
16 Last night we had an outreach and we had a total of
17 maybe three cards, so I'm very happy to see that we've
18 got about six or eight maybe, one more back there.

19 Okay. We have a question from Kristina
20 Fante-Yim of Natoma Technologies. Her question is, will
21 there be information technology projects related to the
22 east span seismic safety project?

23 Okay, again, each individual contract may have
24 information technology requirements in that. You have
25 to refer to the special provisions. Right now, the W-2

004 1 contract has some requirements for electronic submittals
2 of certain information to CalTrans, so I'd like to refer
3 you to the special provisions when the contract
4 advertises.

5 Okay, this is a two-part question from Mary

6 Holder of California Industrial Hygiene Services. Mary
7 says, we are a subcontractor, we submit the proposal to
8 a prime, the prime receives the contract award. Okay.
9 How, as a sub, do we know that it was our proposal
10 numbers the prime used? Okay, Phyllis, please.

11 PHYLLIS: Even though it would be a federally
12 funded project, if you are required to be listed by the
13 subcontractor listing log, you need to be -- the prime
14 would have to list you in his proposal. It's one half
15 of 1 percent or \$10,000, and of course, you know, on
16 this one it's going to be the one half of 1 percent
17 because of the contract size.

18 MS. PICKER: Okay, the next question. Because our
19 proposal was in the award, how do we guarantee the prime
20 actually uses us to do the work?

21 Would you like to help me on that one, Phyllis?

22 PHYLLIS: The R.E. actually has oversight of that.

23 AUDIENCE MEMBER: Louder.

24 MS. McCRAY: Go to the mic.

25 PHYLLIS. I don't think I was supposed to answer
004 questions.

1 Where is the question?

2 MS. PICKER: Sorry, it's back here.

3 PHYLLIS: So you have to make the assumption, let's
4 say your proposal was pretty substantial, like the
5 videotaping they are talking about, I mean, that sounds
6 like a pretty substantial scope of work, and if it is a
7 substantial scope of work for the subcontract and you
8 are over that one half of 1 percent, then you would
9 require to be required to be listed by the subcontractor
10 listing log. That is a California law, but it will
11 apply to federal projects also, as well as State funded
12 projects.

13 So the second question was, because our
14 proposal was in the award -- so that would be making the
15 assumption that you were required to be listed because
16 of the subcontract size, and that you were listed
17 because of the subcontract size -- how do we guarantee
18 that the prime actually uses us to do the work? When we
19 award the contract, the contract award is based on the
20 information that the prime submits within his proposal
21 book. That is then executed as a contract, it becomes a
22 legal document, and it is administered by our
23 construction office, and they would have responsibility
24 in their office for that oversight.

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1 There is a subcontractor substitution process
2 under the construction manual, so I would refer you to
3 look in the construction manual if you had concerns
4 because you were listed and later not used. The
5 appropriate course of action would be to contact the
6 R.E. directly.

7 MS. PICKER: Maybe Phyllis, if I could summarize.
8 If you are a listed subcontractor, there is a certain
9 procedure that the prime has to go through before he
10 could use somebody else.

11 Okay, the next question is from Dots, and
12 excuse me, I'm going to try to pronounce your name
13 correctly. If I don't, please correct me. It's Dots
14 Oyenuga, Oyenuga.

15 AUDIENCE MEMBER: Oyenuga.

16 MS. PICKER: Oyenuga. Dots is with ASC,
17 Incorporated. He asks, how does a DBE firm ensure it is

18 just -- it is not just being used to show good faith
19 effort by a contractor?

20 MS. McCRAY: There are two things, and I'm not sure
21 what you are getting at with the way you've got your
22 question worded. However, go back to part of the
23 federal requirements, state laws also apply. The
24 California Public Contract Code speaks to who is listed
25 and how you go about using those contractors, okay? So

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1 you are saying you are interested in how do you tell
2 whether they are using you just for good faith?

3 Two things. If you were listed on the contract
4 as the contractor that the prime is going to use, that's
5 a legal document once it's signed by all the parties,
6 okay? That's the assurance right there, because there
7 is a process for that prime to go through if, in fact,
8 they cannot use you for a legitimate reason. Those
9 reasons will be listed as well, okay? So I'm not really
10 sure if that gets to what you're talking about or you
11 got something else in mind. Where is the gentleman that
12 asked the question?

13 MR. OYENUGA: Actually, I was talking about when
14 they approach you --

15 MS. McCRAY: I can't hear you. I'm sorry.

16 MR. OYENUGA: I'm talking about when they approach
17 you, when the contractor approaches you --

18 MS. McCRAY: Okay.

19 MR. OYENUGA: -- like you're not really sure what
20 his motives are.

21 MS. McCRAY: Okay.

22 MR. OYENUGA: So, you know, he requests certain
23 numbers from you, you provide the numbers, and then at
24 the end of the day you find you were part of an approach
25 to document good faith effort as opposed to really being

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1 taken seriously as a potential subcontractor.

2 MS. McCRAY: Okay. One of the things that happens
3 when we get the information from the prime contractor,
4 there is a DBE utilization sheet as part of the
5 contract, and all those contractors are listed. If, in
6 fact, the contractor does not meet the goal, we -- and
7 we're going back to the federal regulations -- one of
8 the requirements is for a copy of the quote that you
9 submitted to that prime be part of that package. So
10 that submittal is required so we have a copy of all of
11 the quotes from the DBEs that are used on the project
12 and we will verify that information. It's not just out
13 there someplace, okay?

14 But if you've got some other things you want to
15 talk about further, we can do that.

16 Yes, sir?

17 AUDIENCE MEMBER: I think what he was saying is if
18 there is a good faith effort made -- you're talking
19 about the prime and the sub's relationship when he
20 submits his prices for the bid, but what he is -- I
21 think what he is asking is, is that number that he might
22 give or is the contact made to his small firm recorded
23 in any way so that good faith effort is demonstrated?

24 MS. McCRAY: Yes, because what we are talking about
25 is verifiable information, so if you -- let's use you as

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1 an example, if you don't mind. You are the prime
2 contractor. If you were negotiating with this gentleman
3 over here and you tell us that, we will verify with him,

4 in fact, that you did that. It's not done in a vacuum
5 someplace, the information must be verified, okay? So if
6 you two have a relationship formed and you've got
7 figures from him and all those kinds of things, when we
8 get that information, we're going to verify it with him,
9 not just with you. It's a two-prong, okay? Is that
10 what you're getting at?

11 AUDIENCE MEMBER: We'll talk later.

12 MS. McCRAY: Okay, we'll talk later, that's fine.
13 Yes, Phyllis.

14 Because they were talking before, so be
15 careful.

16 Go ahead.

17 PHYLLIS: Okay. The plan holder's list is
18 available, and as a DBE, one of the most proactive ways
19 you could make sure that you were being taken seriously
20 as an interested subcontractor would be to contact some
21 of the plan holders directly yourself rather than
22 waiting for them to call you.

23 MS. McCRAY: But that doesn't take care of what he
24 is saying. I agree with you, but that won't take care
25 of what he is talking about.

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1 AUDIENCE MEMBER: I have an example of how -- what
2 I think he might be saying. We're an engineering firm,
3 we don't do construction.

4 MS. McCRAY: Okay.

5 AUDIENCE MEMBER: What I recently found out, after
6 having received a lot of these solicitations by
7 contractors over the years, they will send us something
8 and they will ask, are we interested in doing some earth
9 work, and of course, they will call and they will say,
10 are you interested? We'll say no, we're not interested,
11 we're an engineering firm. Sometimes, and I found this
12 out later, sometimes that can be perceived as good faith
13 effort, so they call a bunch of engineering firms that
14 don't do construction and they can say, we contacted all
15 these firms and we're listed and they're not interested
16 in the project.

17 MS. McCRAY: Okay. I understand what you're
18 saying. We do look at all of that, and you and I will
19 talk.

20 Yes?

21 AUDIENCE MEMBER: It's another question, actually,
22 it's for Mr. James Fields.

23 MS. McCRAY: I can't -- you are asking a question
24 for Mr. Fields, is that what you are saying?

25 AUDIENCE MEMBER: I would think he should answer.

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1 Maybe you can answer.

2 MS. McCRAY: All right.

3 AUDIENCE MEMBER: If you are certified with San
4 Francisco, City of San Francisco HRC, do you need to
5 certify DBE again?

6 MS. McCRAY: Yes, and let's go back over that. We
7 are talking DBE certification, okay, which means you
8 have to follow 49 CFR, Part 26, that's the federal
9 requirement. We can accept nothing else because this is
10 a federally funded project, okay?

11 AUDIENCE MEMBER: So the City of San Francisco HRC
12 does not have any jurisdiction?

13 MS. McCRAY: Not -- no, not in this particular
14 instance. As an example, in the City, Muni does
15 certification. They happen to be a transit recipient of

federal funds. We would accept theirs, okay?

MS. PICKER: The next comment -- question is from NaiKang Chang of United System Construction Services. He wanted to tell us that they provide engineering, estimating, construction estimating services, and construction cost control services. His question is, does CalTrans have any use for the above services?

I would like to answer, yes, we do. Those services would come under the architecture and engineering contract process that we have, okay, it

wouldn't necessarily come under the construction contracting services.

The next question is from William Thomas of Thomas & Associates. The question is, in addition to the supply of rebar, will there be an opportunity to supply the structural steel? Also, will you hold a formal networking session with potential prime contractors and small businesses?

Okay. In the W-2 contract that we talked about today, and I'm going to look to the structural estimator presenter, I believe there is an element of structural steel need.

MR. FLEMING: Yes, there is.

MS. PICKER: So, yes, there would be structural steel in the W-2 contract.

Then the next question is, will you hold a formal networking session with potential prime contractors and small businesses?

Today is a formal networking session and I encourage you to take advantage of it. However, we have held discussions about a mandatory pre-bid meeting, okay, and we are planning that we will hold a mandatory pre-bid meeting also, okay?

The next question is from Johann Garovi, he is from Modern Continental Construction, and he asks, pier

W-2 engineering estimate is?

In general that pier W-2 engineering estimate is about \$30 million.

Bob Herm from Strockal asks, when will the other parts of the east span be advertised for bid?

Okay, those other contracts will be advertised for bid over about the next ten months, and I just got the go-ahead to post those schedules on our web page and so I will be doing so sometime, hopefully, tomorrow. Bob, can you wait until tomorrow, or group, can you wait until tomorrow? It will be available on the web page for everybody at that time, okay?

Question from H. Kinugawa of Mitsubishi.

MR. KINUGAWA: Mitsui.

MS. PICKER: Thank you, Mitsui Company.

Please let us know the following estimated bid schedule of SAS superstructure.

That will be posted on our web page tomorrow.

Which companies have expressed their interest to participate in bid package for the SAS superstructure as prime contractors?

There are several companies that are interested in bidding the superstructure. I would be hesitant to identify them right now because we had identified potential primes for the SAS/YBI contract that we were

planning to advertise this September. Recently we

2 decided to discretize or break up those projects so the
3 mix of potential primes has changed because we have
4 changed the contract that we are planning to advertise.
5 We are going to advertise five construction contracts
6 instead of one, okay?

7 When each contract is advertised, the plan
8 holders list is available on the office engineer web
9 page, it's public information. I would refer you there.

10 Lastly, he says -- not lastly. The next
11 question, in case that a few companies are participating
12 in the bid, or as a consortium, shall each company have
13 to have a contractor's license?

14 Phyllis?

15 PHYLLIS: All right. It is a requirement that you
16 have a contractor's license and the license be as
17 specified within the proposal. However, for a joint
18 venture or a consortium, what the question is talking
19 about, they would need to get a joint venture license
20 from the California State License Board. With a federal
21 project you do have to have the license before the
22 project can be awarded. With a state-funded project you
23 must have the license in order to bid.

24 So a consortium could submit their bid under
25 company A's license and be in the process of getting a

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1 license for the consortium, but they wouldn't be
2 eligible for award until they were licensed.

3 MS. PICKER: Okay, the last question that he has
4 says, in case we are participating in the SAS
5 superstructure, what type of contractor's license shall
6 be required?

7 I would have to say that until the special
8 provisions come out for that contract, the specific
9 licenses will be listed in the special provisions, okay?

10 PHYLLIS: Probably generally an A license.

11 AUDIENCE MEMBER: General engineering?

12 PHYLLIS: Right, with the discredization, like
13 Sarah is talking about, there might be some other
14 opportunities for the other C licenses as a prime, but
15 the A requirement would only be for the prime. There
16 would still be requirements for all the other licenses
17 for any other subs he might use.

18 MS. PICKER: Are there any more questions out
19 there? If you do have a question, I would invite you to
20 come to the mic over there, or if you just have a
21 comment you'd like to make.

22 All right. Well, Jessica Lewman of Public
23 Affairs Management was nice enough to give the following
24 comment. She says she enjoyed the workshop very much
25 and very well organized. So thank you, Jessica, I

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1 appreciate that.

2 I see some -- are you trying to sneak away?
3 Okay. That was another potential prime, and I don't
4 know what happened.

5 AUDIENCE MEMBER: They're talking.

6 MS. PICKER: Oh, they're talking? Thank you.

7 Now is the time for our networking session.
8 Usually we like to have tables set up in a bigger spread
9 of an area, but we are limited because it's still
10 CalTrans working day in this building so we can't take
11 over the cafeteria.

12 Today we are going to have our networking
13 sessions in the auditorium and in the foyer, okay, so I

14 wanted to identify, the CalTrans civil rights program is
15 located in the foyer. If you have questions or you want
16 to talk to them, they are right outside the door, as
17 well as the CalTrans division of procurement is also at
18 that same table.

19 The rest of the people that are here for
20 networking, which would be the design team, office
21 engineer, general services, any potential primes,
22 triaxial, and the City and County of San Francisco, all
23 -- I'm asking you all to establish yourselves in an area
24 within this room, and then all the small businesses and
25 DBEs can come around and talk to you.

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1 Also, we have a computer set up right here in
2 the center of the room for anybody that's interested in
3 understanding how to surf the CalTrans web pages. All
4 right?

5 Go forth and network, all right?
6 (Whereupon, the outreach session ended at
7 2:01 o'clock p.m.)
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